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CENTRAL INTELLIGENCE AGENCY

REPORT NO.

INFORMATION REPORT

CD NO.

COUNTRY Germany (Russian Zone)

DATE DISTR. 3 January 1951

SUBJECT Laerz Airfield

NO. OF PAGES 4

PLACE
ACQUIRED

NO. OF ENCLS. 1 Annex
(LISTED BELOW)

DATE OF INFO.

SUPPLEMENT TO
REPORT NO.

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1. On 20 October 1950, the Laerz (N 54/U 33) airfield was occupied by 39 jet fighters with swept-back wings, one single-engine fighter, and one biplane. (1) Thirty-one of the set fighters were covered with tarpaulins, and the remaining eight were stand-by aircraft. There was no flying.
2. Between 10 a.m. and 6 p.m. on 23 October, 21 jet fighters with swept-back wings, six low-wing monoplanes with radial engines, and two biplanes were at the field. (1) At about 2 p.m., four jet fighters took off from the field and headed northeast. The jet fighters were not seen returning to the field. There was no more flying at the field. A radio truck with a rod antenna about 5 meters long was at the western end of the NW-SE runway. The radar set, previously seen near Rechlin (N 54/U 33) was removed. (2) It was replaced by a radio mast, with an undetermined device at its top, on the roof of a stone building.
3. Two tents, each about 15 meters long, were on the western edge of the field. Disassembly work was being done in front of the tents. The wings from a W-2 and the rudder assembly from a jet fighter were removed with the aid of a crane.
4. Local residents said that about 1,500 Soviet Air Force soldiers were quartered in the restricted area in Rechlin. [redacted] No fuel dump was seen at the field.
5. On 19 October, eight jet fighters with swept-back wings [redacted] were at the take-off point at the field. (1) They were pulled there by jeeps, [redacted] The jet fighters were refueled from fuel trucks at the take-off point.

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7. In the afternoon of 22 October or in the morning of 23 October the radar set with two ears east of the restricted area in Rechlin was being dismantled. (2) About 11:30 on 23 October, radio trucks [redacted] which belonged to the radar set were seen under way. The radio trucks were loaded with masts covered with tarpaulins. Only the camouflage sheds for the trucks were still at the site of the radar set.

8. [redacted] Rochlin was supplied with four types of fuel, mostly from Velten (N 53/Z 66). Two types of crude oil were used by jet aircraft and two types of gasoline by other aircraft. Three tank cars, misdirected from Velten, were at the Ellerholz (N 54/U 33) railroad station on 27 October.

They were redirected to Parchim (N 54/T 74) [redacted]

9. The field has an E-W runway, 50 to 60 meters wide, which starts between kilometer stones 4.7 and 4.8 on the Mirow (N 54/U 33) - Vietzen (N 54/U 33) road and extends west toward Neu-Gaarz (N 54/U 33). There is also an NW-SE runway, about 35 meters wide, which begins 200 to 250 meters north of the canal bridge on the old Laerz-Patzow (N 54/U 33) lane, and terminates to the north between kilometer stones 7.3 and 7.4 of the Mirow-Vietzen road. The apron on the northern end of the NW-SE runway is about 50 meters in diameter. (5)

10. On 27 October no change was observed at the radio station with four masts on the southern perimeter of Neu-Gaarz. Several local residents said that the operative personnel consisted of one officer and 10 EM. A radio mast eight meters high was southwest of Neu-Gaarz. (6) The top was braced by four wires of which two opposite wires were not insulated whereas the other two had insulators about 8 meters from the masthead. The mast was braced by four more guy-wires about 1 1/2 meters above the ground. All four of these wires had insulators about 30 cm from the mast. At the side of the mast at the top was a reel-like device on which a single wire was wound. One end of the wire ran down the mast and the other end ran to a point about 50 meters from the pole on the ground. [redacted] not know to what or where the wires were connected. A radio truck was about 8 meters east of the mast. An overhead cable led from the mast to the installation having four masts.

11. On the Mirow-Patzow road where a field path branches off to the north-east near kilometer stone 4.7 and leads toward hill 77, another mast about 8 meters high was seen. The mast was about 500 meters east of the Mirow-Patzow road, almost in the extension of the southern edge of the E-W runway. At the top of the mast were four guy-wires which had insulators about 10 meters from the top of the mast along the wires. Two additional wires, which were not insulated, were also at the top of the mast. They ran toward the runway, and were anchored about 60 meters from the mast. About 1.2 meters below the top of mast were four more guy-wires which had insulators about 30 cm from the mast, and which were anchored about 5 meters from the mast. About 2.5 meters above the ground were four more guy-wires, two of which were perpendicular to the runway and anchored about 80 cm from the mast. The other two were anchored about five meters from the mast. About 80 cm above the ground were four more guy-wires which were anchored about 80 cm from the mast. (7) A new and large bunker which was occupied was

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about 10 to 12 meters southwest of the mast. A truck with an unidentified device on top was between this bunker and the mast. Its rear end pointed toward the Mirow-Retzow road. Radio truck [redacted] was north of the truck and pointed with its broadside toward the Mirow-Retzow road. [redacted]

No connecting wires were seen between the trucks and the mast. A wire led from this installation toward the southern edge of the field.

12. A bunker with a generator was about 150 meters east of the Mirow-Retzow road, in the extension of the runway. A row of five lamps beaming yellow-red light was about halfway between the bunker and the road, almost parallel to the road. (8) Eight similar lamps extended from the bunker in the extension of the runway toward the east as far as the mast near hill 77. All lamps beamed their lights to the east. Toward the evening on 27 October a large searchlight with a generator was pulled near the bunker in the extension of the runway. The searchlight pointed toward the runway and beamed its light in this direction during flights. A wooden mast, about 8 meters high with a yellow-red lamp at its top and next to it a bunker with a generator, was about 250 meters west of kilometer stone 4.8.

13. The mast on hill 77 was strictly guarded. The Mirow-Retzow road was blocked during flying activity about 150 meters north and south of the runway. Old but intact AA gun emplacements were in the area around the mast on hill 77. The AA gun emplacement previously seen west of the Mirow-Retzow road was no longer there.

14. On 3 November, the field was observed from its western edge. It was occupied by 36 jet fighters with swept-back wings, parked on the eastern edge, and 30 to 40 planes of the same type on the northern edge. (1) Except for three jet fighters which took off from the field there was no flying between 11 a.m. and 4:30 p.m. in rainy weather. No construction work was being done.

[redacted] Comments:

- (1) [redacted] confirm the presence of fighter units equipped with Mig-15s. ULA-7 and Yak-11 trainers also belong to the units. According to other information the field is occupied by two fighter regiments which, together with the fighter regiment in Parchim, are subordinate to the fighter division headquarters in Laerz. The exact number of Mig-15s is not known but is estimated at from 70 to 80.
- (2) The information, [redacted] on the removal of the radar set, which possibly belongs to the headquarters of the fighter division, is received for the first time. The present location of the set has not been reported.
- (3) [redacted]
- (4) [redacted]
- (5) For sketch of airfield, see Annex. The layout and dimensions of the two runways are possible, but the exact course of the taxiway is not known.
- (6) The two radio stations near Neu-Gaarz were previously reported [redacted] exactly in the extension of the runway may indicate that they are radio beacons. For location, see Annex.

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- (7) The installation is possibly a landing beacon.
- (8) The lamps mark the flying lane. Also at other airfields in the Soviet Zone of Germany, e.g. in Alt-Loennowitz, the lamps are between the beginning of the runway and the beacon.

1 Annex: Laerz Airfield.

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